

ed from Washington. The fact that the Tribune philosopher does not stop to consider that by securing the defeat of the nominations made by his own party, who were Weed's tools in the plundering schemes of last winter, the republicans may lose the successor to Seward, whose seat is to be filled by the next Legislature, is proof enough that the old feuds existing between Seward and Weed on the one side, and Greeley on the other, are far from being settled. Let Seward beware, or he may be crushed beneath the ruins of the temple brought down upon the heads of his bosom friends and advisers, whilst planning another buccannery campaign at Albany. Let him at once repudiate all connection with the Albany pirates, or he may meet with another Waterloo defeat.

ADVANTAGE OF THE CAPE RACE NEWS ENTERPRISE OF THE PRESS.—Within a few months past we have been enabled to report the news of a large number of European steamers received from Cape Race by means of the news yacht, which gives our readers a summary of European intelligence one day in advance of the steamer's arrival at Halifax, and from four to five days ahead of her arrival at Boston or New York. We need not advert to the advantage of this system of obtaining early news to almost every member of the community—a system which is entirely due to the enterprise of the press. By the agency of our news yacht, Cape Race has become a kind of halfway look-out between this port and Europe, from which persons can receive intelligence from in-coming and out-going steamers while their voyages are still uncompleted.

If the captains of steamers sailing from here to Europe would agree to send up some signal to the yacht when passing Cape Race, the families of passengers on board and the insurance companies and shippers would get an account in the public press of how the vessels fared during one third part of the voyage, and that, perhaps, the most hazardous part. The steamer on the Quebec line now pass through the Straits of Belle Isle in the summer months, thus avoiding Cape Race, and their news can only be obtained from farther point; but if they continue to run successfully no doubt we shall have a telegraph in operation from Cape Race to Belle Isle, and when that is accomplished we shall have reports from European steamers going out and returning, not less than four hundred and eighty-five times a year; that is, provided the captains of out-going steamers will consent to report themselves at Cape Race. In this way, before very long we will be in communication with Europe within six days, and this system will be only second in importance to the Atlantic telegraph, and very nearly supplying its place.

THE NEW LEASE OF CANADA TO JOHN BULL.—One of our London contemporaries, in his delight concerning the reception of the Prince of Wales in the British American provinces, speaks of the unbounded enthusiasm which has been manifested by the people of Canada, and deduces therefrom that these unmistakable evidences of affection towards the Queen and crown of Great Britain, are evident proof of the redundant loyalty of the Canadians. Arguing from this, our transatlantic brethren state that all the predictions made by politicians and rebels from time to time, as well in Canada as in the United States, of an ultimate annexation of British North America to the giant republic of the world, amount to nothing more than what the Hebrews call "boosh." The triumphant reception of the Prince of Wales in the Canadian dependencies of the British crown does not really prove anything beyond the fact that John Bull has, through the Prince, renewed his lease on the provinces for fifteen or twenty years, and that the Canadians, like the Americans, are a susceptible and generous people, and very fond of a show. When the Prince of Wales comes to this country, and the accounts of his disinterested reception in the East, West, North and South—in the metropolises of the Union and our numerous towns—are duly chronicled and conveyed to the British press, it will be found that the people of the United States have not been much behind the Canadians in their demonstrations of respect and esteem for the son of a very worthy and estimable mother and sovereign. Our public men and people will pay as much respect to the Queen of England for her motherly virtues as her own subjects have done. They will speak of her maternal example, of her exemplary Christian faith, and of the virtues of woman which coruscate around her bow. What will the London press say then? What will all this enthusiasm portend? We suppose it will prove to the English journals that the people of America are tired of being an independent nation, and that we are anxious to be reannexed to the British empire. Nevertheless we shall treat Baron Renfrew like a prince. We shall not mar the festivities of the reception by such displays as were made by the Orangemen in Upper Canada, but his Royal Highness will receive such an ovation in his tour through the United States as will favorably contrast with anything that he has yet experienced. After that we shall go on as before, and sell all the cotton and grain and tobacco we can to England and her merchants. That's all.

THE NEW YORK MEDICAL COLLEGES.—We publish in another column a very interesting sketch of the medical colleges in the metropolis, by which it will be seen that, in medical and surgical science, as well as in everything else, New York is the great centre of the country. In the medical profession New York is to this continent what Paris is to France, to Europe, and, indeed, to the world—the high school to which medical students from all quarters resort to complete their education. There was a time when Philadelphia was the centre of medical education in America; but in this, as in all else, she is left behind by this prosperous metropolis. The New York medical colleges, as will be seen by the sketch referred to, are quite numerous, and are conducted by professors of the highest eminence in their different branches.

The advantages which this city possesses for imparting a thorough medical education are obvious. The population is immensely large, and is composed of persons from all nations, of every variety of habit and constitution, thus affording a wide field for experience. The hospitals are numerous, and largely attended by patients coming from all quarters of the globe, presenting every phase of disease; and hospitals are now being attached to the colleges, thus furnishing an easy system for clinical studies. Again, the accommodation for students

is excellent and abundant—board is cheap, libraries and lecture halls are always available, the medical and surgical talent of the country is chiefly concentrated here; in short, in every particular New York affords such facilities for the medical student that its colleges must before long absorb nearly all the business of the continent.

OPENING OF THE FALL FASHIONS.—A WORD TO THE LADIES.—The crinoline population of the metropolis will be to-day in its semi-annual state of excitement upon that most profound of mysteries and greatest of all mundane topics, the question of clothes. To-day the milliners and mantuamakers of New York "will open the fall fashions." That is, they will show to their fair customers the latest productions of the Paris Congress of Fashion, and issue the edicts as to what is to be worn, and how it is to be made, during the next six months. There will be "loves" of bonnets, "dunks" of dresses, "dears" of cloaks, "sweet" shawls, and all manner of gay habiliments which make glad the heart of woman. It is a great day—next after New Year's and the anniversary of our independence. The hand of foreign tyranny still presses upon us in this matter of clothes. Fashion is the most absolute of monarchs, and one that a legion of Garibaldi could not put down. Even the great Italian himself, with all his presumed contempt for show, is said to be very particular as to the cut, color and quality of his apparently rough clothes. In this country, and especially in New York, extravagance in dress is carried beyond all previous examples in history. The extravagance of the Greeks and Romans did not take this direction, and in Europe only the higher classes expend much money in personal adornment; but with us everybody is well dressed, and among the women the expenditure on this account is frequently far beyond the proper mean. But it cannot be helped. We may preach or write or talk about it as much as we will: the love of display is innate in the human heart, and cannot be eradicated. It is not without its good results, too. The women of New York hold pre-eminence over the provinces in the matter of dress, and lay down the law in matters of taste. If an ugly fashion comes out from Paris it is thoroughly tried, but always quietly dropped when it is found that it will not answer. And it is true of New York ladies that their perception is so keen that they cannot be induced to accept French modes if they are not essentially good. Therefore they rule the milliners, and after the fashions are made known they are often modified. This gives us what is called the New York style—the style that sets the country people crazy in their endeavors to imitate it, and then they don't do it. We suppose that, with flush times upon us, the Prince of Wales ball impending, the city full of strangers, and a brilliant season in prospect, the "opening" this year will be more interesting than ever before, and the fall retail trade will receive a corresponding increase. Hoping the ladies will have a bright day, and that the styles will suit all their complexions, we dismiss them to their shopping, with a parting appeal in behalf of the anxious fathers, husbands or brothers, who will be obliged to foot the bills. As you are strong, be merciful.

A MURKIN AMONG THE PARTY NEWSPAPERS.—The Boston Bee is charged with "levying black mail" from the republican party, which it professes to sustain. One journal says:—"The Boston Bee is making its periodical levy of black mail upon the party newspapers of this city. Every two or three years, since that paper had an existence, it has threatened to expire, or change its position, unless certain sums of money were raised for its benefit. In several cases these demands have been complied with. Now it demands \$5,000 of the republicans for continuing to support that party, under a threat to sell out to the Bell and Fremont party, who, its friends say, are ready to give \$10,000 for its support of their candidates. The answer of the Bee may be regarded as pleading guilty to the soft impeachment, or at all events to receiving subsidy for its services. It says it "has occasionally been straitened pecuniarily," and that it has "not refused the voluntary offerings" of its party friends. Such must ever be the humiliating condition of partisan journals supported by contributions. The moment the people find that these organs are living on such a basis they despise them as unreliable, miserable hacks, hired to do the dirty work of cliques. The Boston journals affect great purity and devotion to principle, and yet in the capital of Massachusetts, the metropolis of republican New England, a republican journal confesses that it cannot get on without begging. The tendency of this system is to prostrate the natural energies of a journal, and to destroy its independence as well as its enterprise. Hence it is abandoned by the people and read only by a few. It is without the respect of the community, and indeed without self-respect, and it has no influence or weight when it utters its bought opinions, like a lawyer pleading a cause with a good fee in his pocket. Even its intelligence has always a taint of suspicion about it. Such journals cannot live. A murkin settles them, whether at Washington, or Philadelphia, or Boston, or New York. There has been almost enough money sunk in keeping up party journals in this country to build the Pacific Railroad. Yet where are all these wretched sheets now? It is only independent journals, like the New York Herald, which cannot be purchased by any party, and which depends on its own enterprise and the despatch and reliability of its news—it is only papers like this that can ever hope to thrive in an intelligent community, which desires to see all sides of public questions and to judge for itself.

OCEAN STEAM NAVIGATION.—In another column will be found an interesting article from the London Post, showing the extraordinary progress that ocean steam navigation has made within the last few years. It is only a quarter of a century since the first ocean steamer, the Sirius, crossed the Atlantic, and since then improvement has rapidly followed upon improvement, until the Great Eastern, which our contemporary justly calls a great success, has demonstrated most of the problems in steam navigation that remained to be cleared up. Amongst these is the attainment of greater continuous speed at a smaller proportionate consumption of fuel, greater capacity for the accommodation of freight and passengers, and greater immunity from the discomforts of the sea than were ever before arrived at. In our navy, as well as in those of England and France, steam is being introduced as rapidly as possible, and in twenty-five years more it is probable that there will not be a single sailing vessel employed in our commercial marine. Now the annual eastern and western trips of steamers connecting Europe with

America number five hundred and eighty-five—nearly a day the year round—thus rolls the tide of discovery and improvement. To what it is destined to carry us it is of course beyond human ken to foresee.

THE SOUTH SETTING ITS HOUSE IN ORDER.—The Charleston Mercury, the leading journal of South Carolina, assumes that Lincoln will be elected by the Electoral College, and rejoices that the event is determined beforehand by the refusal of Northern conservative parties to fuse, inasmuch as it will enable the South to determine its course beforehand, in the event of the anticipated republican triumph being realized. Our contemporary suggests that the question ought to be settled by the elections which are about to be held for the Southern State Legislatures, which are the practical rulers of the South. This is an excellent idea; for, as the Mercury observes, "the people must take their stand at the polls if they intend their representatives to carry out their resolutions." We hope this suggestion will be put into operation, for the South, to be strong, must be united, and its course ought to be shaped out beforehand. By adopting this policy the South would produce a wonderful influence on the Presidential election at the North, for all Northern men would then know exactly what they were voting for, and what would be the consequence of the election of the republican candidate. All would deposit their ballots intelligently and not vote in the dark. Another paper published in the capital of the same State, the South Carolinian, after referring to an editorial article which it copies from the Herald, urges upon its readers the same idea. It says: "We have frankly told our readers that we believe Lincoln's election was inevitable, and we have told this because we recognized it as an approaching consummation, for which we should all be ready to either resist or submit to." By all means let the will of the people in every State be distinctly ascertained, that not only the South may be prepared to act as a unit, but that Northern fanatics may see what is the meaning of their votes when they cast them for the black republican sectional candidate for President of the United States.

MR. LINDSAY'S MISSION.—Mr. Lindsay, the English member of Parliament, who comes to this country to consult with the government about the navigation and coasting laws, arrived at Halifax yesterday by the Europa, which will be due in Boston to-night. Mr. Lindsay does not pretend to visit this country, we believe, in an official capacity, as an accredited envoy of the British government, but to give Lord Lyons the benefit of his experience and practical views, which he has acquired as a large and successful shipowner, who has given the question at issue much thought and attention. It appears, however, that the mission of this gentleman is looked upon unfavorably by a portion of the shipping interests of Great Britain, or perhaps it would be more correct to say that the selection of the man is more obnoxious than the mission, for it seems that Mr. Lindsay has entertained very favorable sentiments towards American shipping generally, to the disadvantage, it is claimed, of British bottoms; and this fact may account for the dislike with which his visit to this country is regarded by certain parties in England.

We confess that we do not see any objection based upon broad grounds why Mr. Lindsay should not, whether as an accredited agent or not, present himself at Washington, to aid Lord Lyons, as far as his influence goes, in the adjustment of our navigation and coasting laws to suit the views of the British government. If the services of Mr. Cobden, the great free trader, were acceptable to Lord Cowley in negotiating the treaty of commerce with France, why should not the advice of Mr. Lindsay, the eminent shipowner, be valuable to Lord Lyons in procuring the modification of the coasting laws of this country?

SCARCITY OF AMERICAN SEAMEN.—Elsewhere will be found an article from the Liverpool Times, pointing attention to the continued scarcity of American seamen and the causes to which it is attributable. It states that notwithstanding the large advances offered by American shipping masters, there were a dozen vessels then in the Mersey waiting for crews, and with little prospect of their procuring them, as there were no sailors available and but few arrivals. Our contemporary thinks the difficulty is mainly attributable to the excessive crews which the Passenger act compels emigrant ships to carry.

Now, although we are not prepared to deny the correctness of this assumption, so far as the immediate pressure is concerned, we believe that it is laying too much stress on it to attribute to it so large a share in producing a general paucity of seamen. It is in fact but an incident of a condition of things brought about by culpable inattention to the rapidly increasing wants of our commercial marine. Instead of passing laws to provide for the demands which the unparalleled growth of our commerce entails upon our small body of qualified seamen, we leave the supply to adapt itself to them as best it can, thus accumulating a store of embarrassments for ourselves in the event of our being suddenly called upon to make large additions to our navy. If the difficulty of manning our vessels is so great now, what will it be under circumstances which will not afford time for the creation of the large additional force of sailors that we shall then require. Men can only be procured at an enormous bounty, such as has been recently paid by England. In pursuit of securing a certain amount of training, sudden necessities of this kind can only be provided for by a system which, whilst it holds out encouragement to good conduct and experience, secures candidates for its rewards. It is not to be expected that, in the absence of such a system, sailors will spring up just as we need them.

Not only do we observe no settled policy in this regard, but we permit the existence of abuses which tend to render still more difficult the efficient manning of our vessels. Were it not for the system of advance warrants, by which seamen are drawn within the clutches of those land sharks, the boarding house keepers, the regulation in the Passenger act complained of by our Liverpool contemporary would not be necessary at all. It is because shipmasters can never rely on the crews supplied by such agents that a surplus number of sailors is exacted by the law. It is held, and wisely, that in vessels employed in passenger traffic it would be criminal to allow risks to be incurred from an insufficiency of

strength arising from the depravity and mutinous character of the man whom captains are forced to ship.

After all the suggestions that have been offered on this subject, the general conclusion seems to be that the organization of an apprenticeship system, under proper conditions, is the only one that will meet the difficulty. By compelling every vessel that sails under our flag to take as apprentices a number of boys proportioned to its tonnage, and by providing properly for their education and comfort, we believe that in the course of a few years we should have a supply of seamen who would fill all the conditions required to place our marine on a satisfactory footing.

PENALTIES UPON IMPRUDENCE.—We see by an Irish paper that the Dublin and Kingstown Railway Company lately prosecuted a gentleman named Richardson for attempting to get off one of their trains while in motion. He was fined ten dollars for the offence, but the penalty was mitigated to a nominal amount, as the prosecution was instituted merely as a warning to others. Would not our railway and ferry companies do well to get clauses added to their charters giving power to magistrates to take similar imprudences under their cognizance? It would have the effect of protecting them against vexatious suits, and of annually saving a number of lives.

NEWS FROM THE NATIONAL CAPITAL.

Our Relations with Mexico.—Chances of a War with Spain.—The Pacific Telegraph Contracts, &c., &c.

WASHINGTON, Sept. 19, 1860.

OUR RELATIONS WITH MEXICO.—Chances of a War with Spain.—The Pacific Telegraph Contracts, &c., &c.

Minister McLane arrived here this morning, and has been closeted all day with the Secretary of State. The present aspect of Mexican affairs is not only troublesome, but exceedingly embarrassing to the administration. The refusal on the part of Congress to ratify the treaty negotiated by Mr. McLane has left our government without any power to act in premises. Mr. McLane's instructions, however, will be full and ample, and much will be left to his discretion. He will use all just and honorable means to prevent Spanish intervention, and if she persists and is determined to press the issue our government will be compelled, and we have no doubt so decided and instructed our Minister, to intervene, and in that case there will be a fine opportunity for our naval force in the Gulf to display its valor.

THE MEDITERRANEAN SQUADRON.

Captain Ingraham, now at the head of the Bureau of Ordnance in the Navy Department, has been ordered to command the United States ship-of-war Richmond, which is to be the Flag ship of the Mediterranean squadron, and is to report for duty on the 21st inst. No successor has been designated for the position made vacant by Capt. Ingraham. Commodore Levy's name has been mentioned in connection with it.

PROF. HARRY GOING ABROAD.

Prof. Harry, of the Observatory, has leave of absence for six months, for the purpose of visiting Europe.

NAVAL MATTERS.

The following officers of the storeship Release, recently arrived at Boston, have been detached.—Commander Harris and Lieutenants Bradford, Bell and Skarret. Surgeon Ruesenberger has been ordered to report duty on board the Richmond at New York, on the 26th. Assistant Surgeon Charlton has been ordered to the Naval Hospital at Chelsea.

In addition to those already published, the following officers have been ordered to the ship-of-war Cumberland.—Chaplain Lehart, Boatwain Bell, and Gunner Mack.

The resignation of William Chermant, as Professor of Mathematics, has been accepted by the Secretary of the Navy.

THE PACIFIC TELEGRAPH CONTRACT.

Messrs. Harmon and Clark addressed a letter to the Secretary of the Treasury to-day, asking leave to withdraw their bid. The reason they assign for so doing is, that after a careful investigation of the matter, the amount, twenty-five thousand dollars, is inadequate to construct the telegraph to the Pacific. Whether the Secretary will permit them to withdraw their bid is not known. He will probably decide to-morrow. Mr. Fisk, who is the next lowest bidder for this contract, has also expressed a desire to withdraw his bid.

THE FELTON OBTAINED BOUND.

Cape Race, Sept. 19, 1860.

The steamship Fulton, outward bound, passed Cape Race at eight o'clock Wednesday morning. All well.

SAILING OF THE AMERICA.

Boston, Sept. 19, 1860.

The America sailed at half past ten to-morrow morning, with thirty-eight passengers for Liverpool and twenty-five for Halifax—no specie.

SOUTHERN OCEAN STEAMER MOVEMENTS.

SAVANNAH, Sept. 19, 1860.

The steamship Augusta, from New York, arrived here at half past one o'clock on Tuesday night.

SAVANNAH, Sept. 19, 1860.

The steamship R. G. Taylor, from New York, arrived here on Tuesday, 19th inst., all well.

A BLOODY FIGHT BETWEEN CHEROKEES.

Fort Smith, Ark., Sept. 18, 1860.

A fight took place here this evening between a party of Cherokees. The encounter was savage and bloody; knives and pistols were used with murderous energy on both sides. Two men were killed, and two others mortally wounded. The affair grew out of a family feud, which nothing but blood could reconcile.

DRAWINGS OF ST. FRANCIS DELAWARE.

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DRAWING OF THE DELAWARE STATE LOTTERY.

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